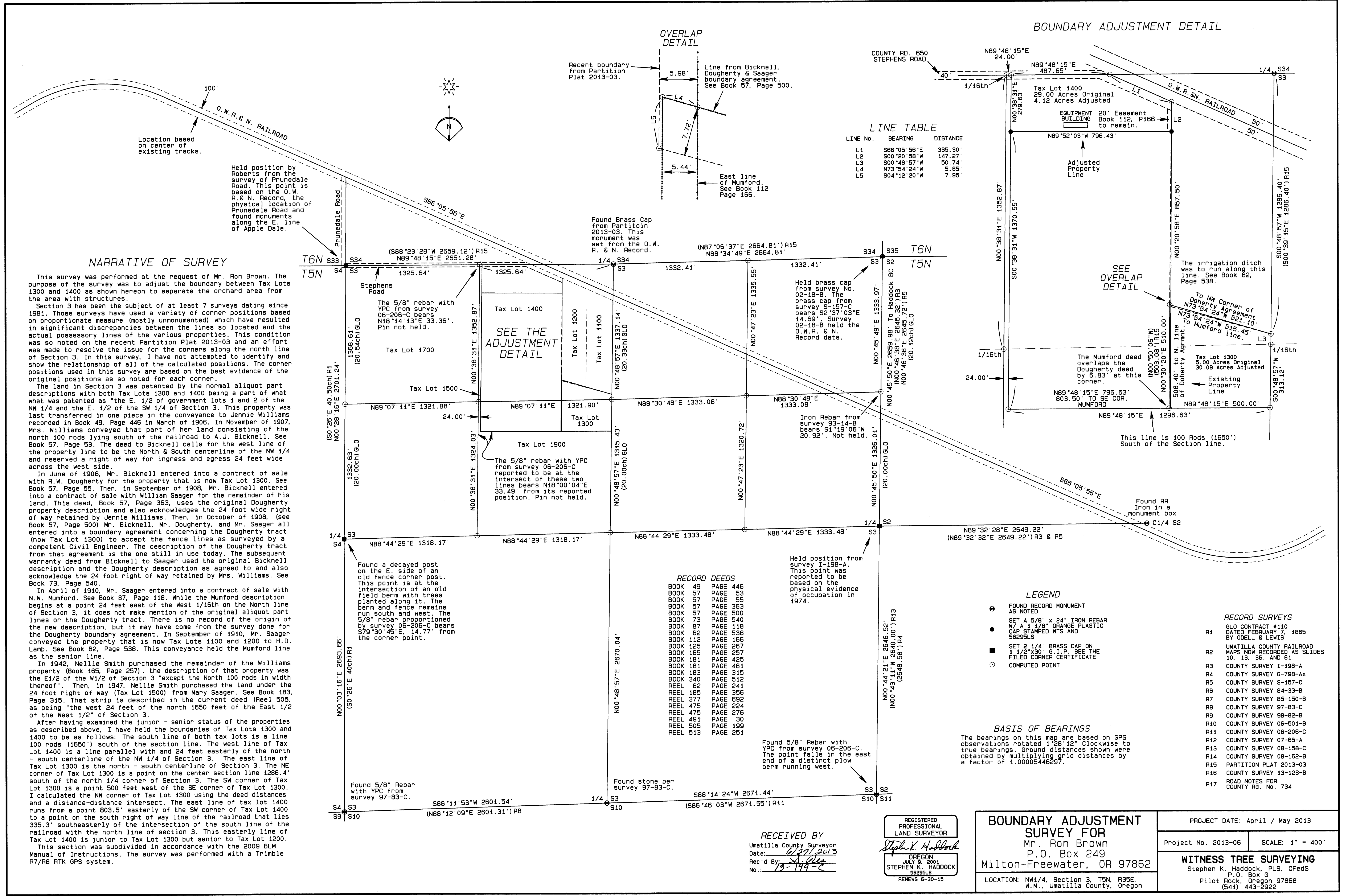


BOUNDARY ADJUSTMENT DETAIL

OVERLAP DETAIL



**LINE TABLE**

LINE No.	BEARING	DISTANCE
L1	S86°05'56"E	335.30'
L2	S00°20'58"W	147.27'
L3	S00°48'57"W	50.74'
L4	N73°54'24"W	5.65'
L5	S04°12'20"W	7.95'

**NARRATIVE OF SURVEY**

This survey was performed at the request of Mr. Ron Brown. The purpose of the survey was to adjust the boundary between Tax Lots 1300 and 1400 as shown hereon to separate the orchard area from the area with structures.

Section 3 has been the subject of at least 7 surveys dating since 1981. Those surveys have used a variety of corner positions based on proportionate measure (mostly unmonumented) which have resulted in significant discrepancies between the lines so located and the actual possessory lines of the various properties. This condition was so noted on the recent Partition Plat 2013-03 and an effort was made to resolve the issue for the corners along the north line of Section 3. In this survey, I have not attempted to identify and show the relationship of all of the calculated positions. The corner positions used in this survey are based on the best evidence of the original positions as so noted for each corner.

The land in Section 3 was patented by the normal aliquot part descriptions with both Tax Lots 1300 and 1400 being a part of what was patented as "the E. 1/2 of government lots 1 and 2 of the NW 1/4 and the E. 1/2 of the SW 1/4 of Section 3. This property was last transferred in one piece in the conveyance to Jennie Williams recorded in Book 49, Page 446 in March of 1906. In November of 1907, Mrs. Williams conveyed that part of her land consisting of the north 100 rods lying south of the railroad to A.J. Bicknell. See Book 57, Page 53. The deed to Bicknell calls for the west line of the property line to be the North & South centerline of the NW 1/4 and reserved a right of way for ingress and egress 24 feet wide across the west side.

In June of 1908, Mr. Bicknell entered into a contract of sale with R.W. Dougherty for the property that is now Tax Lot 1300. See Book 57, Page 55. Then, in September of 1908, Mr. Bicknell entered into a contract of sale with William Saager for the remainder of his land. This deed, Book 57, Page 363, uses the original Dougherty property description and also acknowledges the 24 foot wide right of way retained by Jennie Williams. Then, in October of 1908, (see Book 57, Page 500) Mr. Bicknell, Mr. Dougherty, and Mr. Saager all entered into a boundary agreement concerning the Dougherty tract (now Tax Lot 1300) to accept the fence lines as surveyed by a competent Civil Engineer. The description of the Dougherty tract from that agreement is the one still in use today. The subsequent warranty deed from Bicknell to Saager used the original Bicknell description and the Dougherty description as agreed to and also acknowledge the 24 foot right of way retained by Mrs. Williams. See Book 73, Page 540.

In April of 1910, Mr. Saager entered into a contract of sale with N.W. Mumford. See Book 87, Page 118. While the Mumford description begins at a point 24 feet east of the West 1/16th on the North line of Section 3, it does not make mention of the original aliquot part lines or the Dougherty tract. There is no record of the origin of the new description, but it may have come from the survey done for the Dougherty boundary agreement. In September of 1910, Mr. Saager conveyed the property that is now Tax Lots 1100 and 1200 to H.D. Lamb. See Book 62, Page 538. This conveyance held the Mumford line as the senior line.

In 1942, Nellie Smith purchased the remainder of the Williams property (Book 165, Page 257). The description of that property was the E 1/2 of the W 1/2 of Section 3 "except the North 100 rods in width thereof". Then, in 1947, Nellie Smith purchased the land under the 24 foot right of way (Tax Lot 1500) from Mary Saager. See Book 183, Page 315. That strip is described in the current deed (Reel 505, as being "the west 24 feet of the north 1650 feet of the East 1/2 of the West 1/2" of Section 3.

After having examined the junior - senior status of the properties as described above, I have held the boundaries of Tax Lots 1300 and 1400 to be as follows: The south line of both tax lots is a line 100 rods (1650') south of the section line. The west line of Tax Lot 1400 is a line parallel with and 24 feet easterly of the north - south centerline of the NW 1/4 of Section 3. The east line of Tax Lot 1300 is the north - south centerline of Section 3. The NE corner of Tax Lot 1300 is a point on the center section line 1286.4' south of the north 1/4 corner of Section 3. The SW corner of Tax Lot 1300 is a point 500 feet west of the SE corner of Tax Lot 1300. I calculated the NW corner of Tax Lot 1300 using the deed distances and a distance-distance intersect. The east line of tax lot 1400 runs from a point 803.5' easterly of the SW corner of Tax Lot 1400 to a point on the south right of way line of the railroad that lies 335.3' southeasterly of the intersection of the south line of the railroad with the north line of section 3. This easterly line of Tax Lot 1400 is junior to Tax Lot 1300 but senior to Tax Lot 1200.

This section was subdivided in accordance with the 2009 BLM Manual of Instructions. The survey was performed with a Trimble R7/R8 RTK GPS system.

**RECORD DEEDS**

BOOK 49	PAGE 446
BOOK 57	PAGE 53
BOOK 57	PAGE 55
BOOK 57	PAGE 363
BOOK 57	PAGE 500
BOOK 73	PAGE 540
BOOK 87	PAGE 118
BOOK 62	PAGE 538
BOOK 112	PAGE 166
BOOK 125	PAGE 267
BOOK 165	PAGE 257
BOOK 181	PAGE 425
BOOK 181	PAGE 481
BOOK 183	PAGE 315
BOOK 340	PAGE 512
REEL 52	PAGE 241
REEL 185	PAGE 356
REEL 377	PAGE 692
REEL 475	PAGE 224
REEL 475	PAGE 276
REEL 491	PAGE 30
REEL 505	PAGE 199
REEL 513	PAGE 251

**LEGEND**

- FOUND RECORD MONUMENT AS NOTED
- SET A 5/8" x 24" IRON REBAR W/ A 1/8" ORANGE PLASTIC CAP STAMPED WTS AND 56295LS
- SET 2 1/4" BRASS CAP ON 1 1/2" x 30" G.I.P. SEE THE FILED CORNER CERTIFICATE
- COMPUTED POINT

**BASIS OF BEARINGS**

The bearings on this map are based on GPS observations rotated 1°28'12" Clockwise to true bearings. Ground distances shown were obtained by multiplying grid distances by a factor of 1.0005446297.

**RECORD SURVEYS**

R1	GLD CONTRACT #110 DATED FEBRUARY 7, 1865 BY ODELL & LEWIS
R2	UMATILLA COUNTY RAILROAD MAPS NOW RECORDED AS SLIDES 10, 13, 36, AND 81.
R3	COUNTY SURVEY I-198-A
R4	COUNTY SURVEY Q-798-Ax
R5	COUNTY SURVEY S-157-C
R6	COUNTY SURVEY 84-33-B
R7	COUNTY SURVEY 85-150-B
R8	COUNTY SURVEY 97-83-C
R9	COUNTY SURVEY 98-82-B
R10	COUNTY SURVEY 06-501-B
R11	COUNTY SURVEY 06-206-C
R12	COUNTY SURVEY 07-65-A
R13	COUNTY SURVEY 08-158-C
R14	COUNTY SURVEY 08-162-B
R15	PARTITION PLAT 2013-03
R16	COUNTY SURVEY 13-128-B
R17	ROAD NOTES FOR COUNTY Rd. No. 734

RECEIVED BY  
Umatilla County Surveyor  
Date: 6/27/2013  
Rec'd by: [Signature]  
No.: 13-199-C

REGISTERED PROFESSIONAL LAND SURVEYOR  
[Signature]  
OREGON  
JULY 9, 2001  
STEPHEN K. HADDOCK  
56295LS  
RENEWS 6-30-15

**BOUNDARY ADJUSTMENT SURVEY FOR**  
Mr. Ron Brown  
P.O. Box 249  
Milton-Freewater, OR 97862  
LOCATION: NW1/4, Section 3, T5N, R35E, W.M., Umatilla County, Oregon

PROJECT DATE: April / May 2013  
Project No. 2013-06 SCALE: 1" = 400'  
**WITNESS TREE SURVEYING**  
Stephen K. Haddock, P.L.S., C.Feds  
P.O. Box 6  
Pilot Rock, Oregon 97868  
(541) 443-2922